FINANCIAL AND COMMERCIAL.

Tuunspar, Jan. 11-6 P. M. The stock market has been again unsettled to-day by the operations and arguments of the bears, who calculate upon the improbable passage of Mr. Morrill's unance bill without modification in Congress, and predict highly disnarous results to the interests of the country in consequence; that is, they talk of a general collapse of the
parket values for gold, stocks, produce, general merchandise and everything to be bought with money, involving
widespread bankruptcy among the commercial
and financial community, and a complete un
toling of all that has been done within the
ast their or four years. As for railway property, they
pard nothing as more worthless at present prices, and
teason as if they were shertly to be superseded by a redwal of stage coaches and canal boats especially adapted
for freight and passengers. Everything must come
down with a crash, and our merchants must be broken
before the financial system created by the war is swept
way and the old order of things restored; and the
time failures there are the better. These mes thout modification in Congress, and predict highly disfailures there are the better. These men these wishes and prophecies with carnestress a verious purpose; for they are "short" of or slock or both, and in the midst of the rain cre-hy a wishes. ated by a wicespread panic they would gather unto themselves riched. When they say that the earnings of nearly all of the

leading railways are consequably less than they were at the corresponding period last year they utter a fact; but they fail to tell how much larger they still are than they were in 1863-4. They speak vaguely or diminished ern-ings in the future, while they forget to mension the completion of the Pacific Railroad vill largely to the receipts of the main thes respect, although a somewhat remote one-two years or less—is entitled to consideration in estimating the foure of the railway interest in this country; for it will bring with it an immense diversion of traffic from Chim and the Orient via San Francisco. It is contended that holders of railway stocks for investment are setting them out and investing in government securities; but if so, the movement has thus far been felt to a very limited and its indeence upon the market is Even accepting the argument that the earnings of the roads will continue to decrease without their working expenses decreasing in proportion, his not to be inferred that they will be unable to pay dividends. The fact of the case is that so far as Wall street is just now concerned very little attention is paid to the real values of stocks, the only question being what arguents will best serve to knock them down. The market ments will best serve to knock them down. The market is influenced almost entirely by the current of specularities and by the brakers themselves, and for the last few days the great majority of them have found it much more profitable to sell than to buy. In the pursuit of wealth they are, with a few honorable exceptions, entirely unprincipled, and the bears of to-day may be

the bulls of to-morrow.

While railway stocks are worth less than they were wante rankey stocks are worth tees than they were last year, according to their earnings for a month or two past, we see no occasion for panic, and it is the dity of a public journal to fruetrate, as far as it can, the cforts of those speculators who seek to produce panic without adequate reason, by stating, to the best of its knowledge, the facts surrounding the situation, and so prerenting useless sacrifices of securities by the public. Wall street has done more to damage railways and proer corrupt management, involving a long train of accidents and the loss of tens of thousands of lives, than all the other corrupting influences of the coun-cry put together. Wall street will run stocks up with the same celerity as it is now running them clowh, whenever the present bears resolve that it will pay better to turn on the other tack. They will then one from the same figures that stocks ought to be ther only to turn about again and talk them down. It will be a good thing for the railways of the country when their stocks are all out of Wail street and in the

the early session of the open board New York Cen-At the early session of the open board New York Central sold at 94%, Eric 95; a 95, Reading 101½ a ½, Michigan Southern 67½, Choreland and Pittsburg 77½. Rock Island 104½, Northwestern 32½, preferred 58½, Fort Wayne 97, Ohlo and Mississippi certificates 28½, At the first regular board Eric closed 1½ lower than at the half-past two board yesterday, New York Central 1½, Reading 1½, Michigan Sauthern 1½, Clorefand and Pittsburg 2½, Northwestern 1½, preferred 1½, Rock Island 1, Fort Wayne 3½. Government accurities were firm. Coupon five-twenties of the old issue advanced ½. Neven-thirty notes of the first series were ½ lower. At the one o'clock boards the market was steady, but

At the one o'clock boards the market was steady, but terwards, on the street, it weakened under the false ruors of heavy failures and a two hundred million loan. semi-panic-like state of things was followed by a feeling at the half-past two board, when Eric ed 1% lower than at the first regular board, New York Central 15, Hudson 5, Peading 2, Michigan Southern 1, Cleveland and Pittsburg 25, North-western 1, Rock Island 15, Fort Wayne 15, Com-berland 1. Government securities were dull, and coupon five-twenties of the old issue were 5, lower.

fur her fractional decline took place, but subsequently a better feeling prevailed, and the decline was recovered. At half-past five o'clock Ene was quoted at 93%, Cleve Pittsburg 75% a %. Southern 67 W. New York Control 90 M

Money was in abundant supply at six per cent on call, with exceptional transactions at five per cent on government collaterals. Increased caution is observable among lenders in the discount line, and the second grade commercial paper is not in favor. Prime names a short dates are, however, taken freely at 7 a 8 per cent. The gold market still labors under strong "bear" influ-

encie, and after opening at 138% and advancing to 139 it declined at the close to 138%. Loans were generally made at one-sixteenth per day in favor of the leader.
Foreign exchange was dull but steady at 108% a 109 for bankers' bills on England at sixty days. Southern

bonkers' bills sold a: 108% a %.
Petrole in stocks were steady and moderately active. At the second board Bennehoff Run closed at \$19, Bu chanan Farm 78c., Bradley 42., Empire City 30c., Excelsior 98c., Manhattan 31c., New York, Philadelphia and Baltimere 93c., Palmer \$3 95, Pithole Creek \$12 75,

United States \$23 (s. 15), Webster \$1 03.

There are indications that the subject of a renewal of the Reciprocity treaty with the British provinces will shortly be debated in Congress, an i commissioners from the Canadian government have been already sent to Washington to make representations regarding future commercial infercourse total on the two countries, bearing, of course, upon the treaty. The latter is by many supposed to apply to Canada and the fisheries only where it equally affects all the British colonies in North erics, including Prince Edward's Island, but with

The following are the articles of the growth and produce of the British colonies or the United States which are admitted into each country, respectively, free of duty, under the treaty:—Grain, flour and breadstaffs of all kinds; anie-vis of all kinds; tresh, smoked and salled ments; cotton wool, seeds and vegetables; undired fruits, dried fruits; fish of all kinds; products of fish and of all other creatures living in the water; post-try, eggs; hides, furs, skins or tails, undressed, stone or marble in its crude or unwrought state; state; butter, cheese, tailow; lard, horns, manures; ores of metals of all kinds; coal, pitch, tar, turpentine, ashes; timber and lumber of all kinds, round, hewed, sawed, unmanufactured, in whole or in part; firewood, plants, shrubs and trees; pelts, wool, fish oil; rice, broomcorn and bark; gypsum, ground or dis-ground; hewn, or wrought, or unwrought barr or grind stones; dyestuffs; flax, hemp and tow, unmanufactured;

stones; dyestuffs; fax, hemp and tow, unmanufactured; unmanufactured tobacco; rags.

The treaty was signed at Washington, on the 5th of J me, 1804, to remain in force ten years, and will shortly expire, in accordance with the notice of one year given by the United States. We remember at the time of its abrogation by Congress last January that a very decided vote of thirty-one against eight was cast in the Benate, and that Mr. Summer and others, with more zeal than logic, cried the treaty down. Probably much of the feeling which influenced the vote was the result of the unfriendly attitude apparently assumed by Canada to. feeling which industried the vote was the result of the unfriendly stitude apparently assumed by Canada to wards this country during the rebellion, and in deducing inferences from statistics the judgment of our legislators was somewhat warped. Mr. Famuer, while crediting the treaty with having put an end to the mutual tritations before occurring, gave it credit for filtic class. The navigation of the St. Lawrence was a plausible concession, which he contended had proved little more than a name; and although the commerce between the two countries had increased important under the operation of the treatr, he could not mensely under the operation of the treaty, he could not see that it was owing to the latter. In the three years just previous to the treaty the total experts from the United States to the British provinces were varied at 10000 US6 at 200 CB 6 at

\$43,216,518, and the total imports at \$22,588,577, being of exports to imports in the propertion of 100 to 48. In the ten years of the treaty the total exports to Canada and the other British provinces were valued at \$256,350,931, and the total imports \$200,399,786, the exports being in the proportion of 100 to 78. The total exports to Canada alone for the three years preceding the treaty were \$31,868,865, and the imports \$16,57,674—being in the proportion of 100 to 52; while the aggregate exports to Canada only during the ten years of the treaty were \$176,371,911, and the imports \$161,474,347—or in the proportion of 100 to 94. Owing to the taxes levied under the Canadian tariff upon articles not included in the treaty we paid Canada during those ten years \$16,802,962 for duties, while Canada paid the United States the moderate sum of \$930,447. 1 \$48,216,518, and the total imports at \$22,588,577, being of \$930,44T.

It does not follow, however, that this disproportion was to our disadvantage. All taxes have finally to be paid by the consumers of the articles taxed, and Canada in taxing our exports taxed her own people, without necessarily inflicting loss upon or depreciating the value of the articles exported in the United States. The taxation had, however, a direct tendency to check the trade in taxable articles. The fact that the United States collected less than a million of dollars from Canada for duties, under the operation of the treaty, is no objection, if regarded from a free trade point of viow; for it goes to show that nearly all our importations from Canada are free goods, and that our people are enabled to get them cheaper than if they were burdened with a duty. This doubtless involves a loss of customs revenue; but the people gain what the Treasury loses in such a case.

That the treaty gave a strong impulse to our trade with Canada the following statistics show, after allowing for the natural increase which would in any case have attended the development of the country:—

	Exports from United States	Imports from Canada to	
Fars.	to Canada.	United States.	Whole Trade.
851	\$8,365,764	\$4,071,544	\$12,437,308
	8,477,693	6,284,520	14,762,218
	11,782,144	8,936,380	20,718,524
	15,533,096	8,649,000	24,182,096
	20,828,676	16,737,276	37,565,952
	22,704,508	17,979,752	40,684,260
	20,224,648	13,206,436	83,431,084
	15,635,565	11.930.094	27,565,659
	17,592,916	13,922,314	31,515,230
	17.273,029	18,427,968	35,700,997
	21,069,388	14,386,427	35,445,815

was is questionable, but that a treaty favorable to a reciprocity of trade is desirable there can be little doubt, and we trust that Congress will take the subject into

consideration before the present treaty expires.

The Daily Wisconsin of January 6 publishes the following concerning the affairs, and especially the rolling stock, of the late La Crosse and Milwaukee Rail-

read Company:—

Much has been said of late about the rolling stock of
the Miraukre and St. Faui Railroad Company, it being
reported that the Miraukree and Minnesota Railroad
Company, by the payment of the amount due on decree
of foreclosure, acquired the title to the ruling stock of
the St. Faul Company. We append a statement of the
present position of the rolling stock on that line of road
received from the office of the St. Paul Company, premising that all the rolling stock is in the possession of
the St. Faul Company.

Initial that his toring stock is a first possible to St. Paul Company:—

BYATENENT.

Locomotives owned absolutely by the St. Paul Company, and by unquestioned title.

Locomotives owned in common with the Kilwankee and Munesota Rairoad Company, being purchased or built by the receiver from the carnings of the whole line of road—St. Paul Company having possession.

or built by the read-St. Paul Company having posgestion.

Locumotives on the road at the time the Receiver
took possession, and claimed to have been purchased by the St. Paul Company at the foreclosure
sale of the Western Division of the La Crosse Railroad (this claim is disputed by the Milwaukee and
Minnesota Company, and the title is now being littgated in the Supreme Court of the United States),
the St. Paul Company in possession.

8	The total total the total tota
	Passenger cars owned ab-olutely by the St. Paul Com- pany, and of unquestioned title
	Box cars
	Flat cars
	Mail and express 3
	Barrage 3
	Built or parchased by the receiver, and owned in com-
	mon with the Milwarkee and Minnesota Railroad Com-
	pany, in possession of the St. Paul Company:-
	Passenger cars
	107 Caps
	Bargare car
	On the road at the time the receiver took possession.
	and claimed to have been purchased by the St. Paul
	Company at foreclosure sale of the Western division of
ß	the La Cross road (claim disputed and in litigation), in possession of the St. Paul Company.
ï	Passenger cars
i	Box cant
	Platform cars 76
i	Band cars 48
	Buggage cars 3
	Mail and express 3

The Board of Directors of the Yonkers and New York Fire Insurance Company have declared a semi-annual dividend of five per cent, free from government tax, and

payable on and after the 15th inst.

The North Pennsylvania Railroad shows earnings for the year of \$75,004—being an increase of \$185,459 17 over the eleven months ending on the same day in 1864, when the last statement was made, and an increase of \$134,142 65 over the twelve months ending October 31, 1864. The working expenses were \$462,711—leaving net earnings of \$412,363. The interest and taxes chargeable to the year amounted to \$227,999 78-making an excess of \$184,353 68 earnings over expenses, interest and

as follows:-	Ortober 1.	January 1.
Capital	. \$9,629,400	\$9,643,500
Old circulation		3,702,149
National circulation	5,633,900	5,970,168
Deposits	12,713,743	12,031,644
Loans, Dis. United States	24,888,015	24,726,870
Coin, L. T. and cash	7,153,684	5,684,113
Due from banks	2,649,388	3,140,213
The following table shows	the clearings	and balances
at the Clearing House in Cl	icago for the	week ending
January 6		

. \$6,798,038 5,028,685 \$1,067,543 832,166 weekly state-

ments showing their average condition to the Clearing proposition will probably be carried out.

New York Stock Exchange. JANUARY 11, 1866.

PIRST SESSION	-10:30 A. M.
\$2000 US 6's, '81, reg 104%	500 shs Erie RR c 9514
\$2000 US 6's, '81, reg 104% 24000 US 6's, '81, cou 104%	500 do 94%
1500US6's, 5-20, c'62s 103%	200 do30 91
10000 do 104%	100 Hudson River RR 105
20000 do 104%	200 do 105 %
1500 US6s, 5-20 c'65 101%	300 dos10 105%
18000 do 101%	600 Reading RR 101 4
10000 Tr n, 7-30, lat # 98%	500 do500 101 %
25500 do 98%	800 do 101%
7000 do2d ser 95 %	40 do 101 151 151
1000 do 98%	20 do 102
5000 Tenn 6 s. '90 87	10 Mich Central RR 105 14
5000 Tenn 6 s, '90 87 5000 Ohio 6's, '81 95	400 Mich 8 & N I RR 67%
15000 Virginia 8's 73	2500 do 68
TOPON CHANGE & MINE THE DESC	100 do 810 68
7000 do 26%	10 Panama RR 240
TOON WIFEERINGS NO NO	800 Clay & Pitts RR. 78
1000 thic & NW int 85	1500 do 78%
3000 Chi & NW1st m 84	2200 do 78%
10000 McG &W lat m 60	400 do 815 78
-A000 do 55	500 do 160 7734
10000 MaskMLGond 50	500 do 78%
1000 Child Alta 1stm 92	
2000 Mil & Plat m 80%	
5 she Shoe & L Bk 101	70 Chie & N W RR. 32 14
7 Irving Bank 110	900 de 92
166 Fourth N'l Bank. 96	400 do 32%
100 Nipth N'I Bank. 103	100 do 630 33
600 Canton Co 43	1000 do00 81%
300 dos30 43	200 do 325
100 Central Coal Co., 82%	50 Chi & N W pref . 58%
800 Camb Coal pred. 43	50 Chi & N W pref . 58%
150 do 42%	200 40 68 14
100 Q'allver Mg Co 61%	100 40 500 58%
80 do 61%	400 Chi & Hk Is RR. 106%
500 Mariposa Mg Co. 13%	200 do 10 104%
106 Del & H Canal Co 145	35 Del, Lack & W RB 158
200 Penn Coal Co 167	100 Morris & EmerRR 99
200 N Y Central RR. 96%	500Pses, FW&ChicRR 9614
800 do 94%	
400 do 94%	100 do 98
100 do 94 k	1000 do 95%
200 do 53 94%	600 de 96 K
50 do 98	500 do 96%
200 Erie RR 98	200 Chie & Alton RR 104
200 do 95%	THE PARTY OF THE P
SECOND SEL	HOW_I W. W.

1000 US 5's 10-40 c. 93% 100 Mich Central RR. 193% 10000 do 93% 250 Mich Sokn Ia RR 67% 2000 Trn 73-10,1s s. 2000 Trn 7 3-10, 1s s.
2000 do., 2d series.
2500 do., 3d series.
2000 US 6's, 1v c, n i.
30000 Oho & Miss c's
5000 do.
200 shs Canton Co.
100 do......530
600 do.
200 Mariposa M'g Co.
500 Cunb Coal pref.
400 do.....
100 QuicksilverM'gCo
500 N Y Central RR.
200 do....
300 do....
100 Erie RR.
200 do.... 134 100 do ... 110
4014 300 Chic & NW pref.
9314 500 do ...
9314 500 do ...
9314 100 Chic & Rk la RR.
9314 500 do ...

CITY COMMERCIAL REPORT. THURSDAY, Jan. 11—6 P. M. ocipts, 46 packages. The market was u

Fisterits were very dull and rates were about nominal. The engagements were:—To Liverpool, 18,000 bushels corn. 4d.; 100 bales cotton, 3d.; 1,000 bbls. petroleum, 5s.; 600 do. rosin, 2a. 6d.; per steamer, 200 bales cotton, 3d. To London, per steamer, 120 bags clover seed, 25-; 100 boxes bacon, 25s. To Bristol, 30 tons oil cake, 18s. A bark was chartered to Marseilles with staves at \$30 for heavy pipe, and \$40 for extra heavy.

Hors.—The inquiry was principally for the better qualities, that the general scarcity enabled holders to obtain full prices for all grades. The sales embraced 110 bales at 10c. a 30c. for old crop, and 28c. a 65c. for new crop—the latter an extreme rate for small lots extra fancy Western.

\$29 75, and about 500 bbls. new mess, for February and March, buyer's option, on private terms. Beef was in better demand and very steady. The sales were 700 bbls, at \$11 a \$14 for old plan mess, \$14 a \$17 for old extra mess, \$17 50 a \$20 for new plan mess, and \$22 a \$24 for new extra mess. Beef hams were also in better demand and strady, with sales of 350 bbls. at \$37 50 a \$38 for Westorn. Bacon continued dull and nominal. Out meats were ateady, with sales of 150 packages at 10½c, a 12½c, for aboutders, and 12½c, a 15½c, for hams. The demand for lard was more active, and prices were about ½c, higher. The sales were about ½c, higher. The sales were about 1,600 packages, for present delivery, at 15½c, a 15½c,—the

The returns of the banks of Pittsburg, Pa., made up on the 1st of January, confpare with the previous statements

and 35 boxes. Havana at 1236. Rembed was arm. We quote standard hards 1836.

Tonseco was dell, but unchanged. We note further sales of 35 cases Connecticut seed leaf, at 37c., and 84 hids. Kentucky, at from 7c. a 22c.

Tattow was rather more active and somewhat firmer. The sales embraced 115,000 lbs., at 1236c. a 1336c.

WHENERY.—Receipts, 382 bbls. The market was more steady, with sales of 200 bbls. State and Western, at \$2 25% a \$2 28c.

Oblinary.
REV. PERE TELLIER, SUPERIOR OF THE JESUITS ON THIS CONTINENT.

North America, died at the Jesuits' College, Mostreal, on the 7th inst., aged nearly seventy years. He was born in 1796, near Laon, in France, and became a Jesuit on the 11th of October, 1818, at the age of twenty-two years. the 11th of October, 1818, at the age of twenty-two years. After some years of travel, and having been appointed rector of the College of Chambery, M. Tellier was selected by the General of the Jesuita, with five of his colleagues, to come to Canada, where the Roman Catholic Bishop of Montreal had requested the Prope to send some members of the Order. From the death of the last of the native Canadian Jesuita, Father Carot, in 1800, there had been no establishment of the Order in that country until the arrival there in 1842 of the six gentlemen above mentioned. These were, besides M. Tellier, the Rev. Fathers Chazelle, Luiset, Martin, Hanipaux and Dumnquet. Of these Mesers, Chazelle and Luiset have already decessed, Father Martin has returned to France, and the other two continue their labors in Montreal. For eight years after their arrival the Jesuita had the charge of the parish of Laprairle, and Father Tellier officiated in that perish for two years. After that he was employed among the sick Irish emigrants during the prevalence of ship forcer, then at \$2. Patick's chemic charge of the parish of Laprairie, and Father Tellier officiated in that parish for two years. After that he was employed among the sick Irish emigrants during the prevalence of ship fever, then at St. Patrick's church, at Kingston, at Torouto and at Pordham College in West-chester county, N. Y. In November, 1859, he was named Superior of the Jesuits in North America, and from that time has always resided at Fordham, Canada. For some months he has suffered from a serious disease, and removed to the Hotel Dies in Montreal for treatment; but finding that no cure could be hoped for he returned to the college, where he died on Sunday last.

DR. THOMAS BLANCENDER.

DR. THOMAS BLATCHFORD. of John W. Webster at the time he murdered Dr. Fark man, in Boston, died in Troy on the 8th inst.

dus Warren Baldwin, Bear Admiral of the White, died at Toronto on January S. He was born in the county of Cork on the lat of October, 1776. He entered the mercantile navy as a boy, but was pressed into the British service on board the sloop of war Trompeuss. The captain of the vessel, J. Erstinne Douglas, soon disa commission for him. He for many years served under this commonder in different parts of the world, and in the frigates Garland (28) and Boston (22). Es was ap-pointed a licutenant of the latter sign June 24, 1800; and it was his good fortune, three years afterwards, to accompany form Boors, the poet, home from his Ameri-can tour in the same vessel. Indeed, the Boston has become classical from Moors's lines, "To the Buston frigate, on leaving Halifax for England, October, 1806,"

NEWS FROM FORTRESS MONROE.

The James and Elizabeth Rivers Under Ice Embargo.

Rumored Attempt to Rescue Jeff. Davis.

Search of Vessels in the Harbor for the Conspirators. Scc.

Our Fortress Monroe Correspondence.

ten years ago, when men could walk from here on ice to Norfolk, and when, for three weeks, steamboat communication was interrupted between here and the North. That was a spell of cold weather sure enough. It is to be hoped the clerk of the weather will not allow all the finer sensibilities of his nature to freeze up to this protracted extent at present. As stated above, he has already kept us three days deprived of letters and papers witting friends and there may be a longer waiting and visiting friends, and there may be a longer waiting for us in store. His first move here was to blockade the James river and then to shut up Norfolk in his chilling James river and than to shut up Norfolk in his chilling embrace, so that vessels cannot now go to Richmond, and navigation is suspended on the upper Elizabeth river. The steamers Petersburg, John Gibson and North Point started this morning up the bay, but the forbidding look of things induced them to turn back. A northeaster is said to prevail outside the capes. It has been blowing heavily here most of the time for three days past, and the heavy swell rolling in from the sea gives indication of fearful disturbance of the water outside. Such high wind and cold cannot fail to bring news of disaster and wind and cold cannot fail to bring news of disaster and intense suffering at sea. I shall be surprised if we do not hear of shipwrecks very soon, although thus far none here been reported. I hear of two men here, one a soldier in the fort, being frozen to death, and several badly frostbitten. The weather has been quite moderate to-day, but those laying claim to special endowment of wisdom in weather matters say the coldest weather is not over yet. I should have stated the coldest weather is not over yet. I should have stated that the new line steamers transferred their passengers to the Thomas Keiso, which accounts for the non-arrival here of either of the former steamers. When the Keiso came up a large crowd was of course waiting on the

an inquisitive individual among the assembled throng.
"We come from a search for Sir John Franklin!" plied Mr. Rawlings, the rotund, jovial and ever ready-witted mail agent. And much the steamer looked like it, with the immense sheathing of ice covering her paddle boxes, and ponderous icicles pendent and glistening from her guards. Her captain expects that in returning he

away in any fashion, saving that of St. Denis, with his head under his arm. The growing and stree pression is that some one has been sold. the slightest thought or care touching the future of their quondam psuedo ruler and chief. It is natural it should be so. The feelings and conduct of the Southern people only exemplify the way of the world-a cringing not to say fawning, subservience to the powers that be and ignoring the powers that were. Jeff can do nothing for them now, cannot give them place or position, and, with no chance of dein; anything for them in the future, has become of the slightest possible consequence. But if there are those crazy headed enough to meditate the rescue of Jeff. Davis, one thing is certain—that, come in what force the rescuers might, they would have a sorry time of it getting Jeff. Davis away. To have the slightest show of success would require a very large, very de-termined and very reif-sacrifeing body of men. The leader of it would have the leading of the forlormest of feriors hopes. Those who are anxious upon the subject of the safe custodianship of Jeff. Davis may rest assured, therefore, of his safe keeping here until his release for his trial, hanging or liberty is ordered by the govern-

circulation here about the rescue of Jeff. Davis. A similar rumor set affect last sum mer. Then I was requeste by General Miles to say nothing about it, as he desired it possible, to each the rescuing party if it should show itself. It was stated then that the deliverers of Jefferson

over the heads of the ill-starred Manag be brought forward at once. The prove the lessee and manager of a theatre irresp for the salaries of his employes has proved futtle THE OPERA IN THE WEST.

of no comparison with any previous enterprise of the kind. It has been, in the magnitude of the undertaking, the liberality of the management and the excellence of the artists, something which the West has never before

taking referred to may be realized from the fact that
the company which Grau transported through the
Western country consisted of some eighty-five persons. The leading artists comprised four prime
donne soprant, two prime donne contraiti, three
tenors, three baritones, four based and a
buffo. The mais chorus, imported from Turin, and
the orchestra, selected from the most select of the instru-

the orchestra, selected from the most select of the instru-mentalists of this country, accompanied the troupe throughout the West. The expense of such a company, which had frequently to be carried from city to city by special train, is beyond our capacity to calculate; but the fact that such expense was incurred proves that Grau's operatic expedition was the most hazardous, in a

the fact that such expense was incurred proves that Grau's operatic expedition was the most hazardous, in a pecuniary sense, that has yet been attempted. The accessories, in the shape of costumes and other theatrical properties requisite for a season extending its operations over four States, embracing an area of many thousand miles of travel, must have been immense. We have heard that the value of the material thus transported was over forty thousand dollars; and, judging from the splendor of the costumes in all the operas presented, and the scenery specially got up for L'Africaine, a portion of which was constructed in Chicago, we should say that this estimate was not above the mark. Of course this operatic enterprise was fully appreciated both by the public and the press of the Western cities; indeed, it was regarded as something marvellous. With few exceptions none of the artists had sung in this country until their appearance in Chicago in November. They were therefore perfectly fresh, not only in vouce and in years, but they were debutants on the American tyric stage, which gave them an eclot that they well carned in heir initiatory performances and sustained with becoming credit all through their Western tour. It will no doubt be regretted in New York that they cannot appear there, and the fact must force itself disagreeably upon the metropolitan mind that there are not sufficient accommodations in the way of theatres to enable this really fine company to sing for a season in New York. After affording so much enloyment to the Western people it is a nity they should betake themselves to Havans. where

present intention to give another season of opera is the West next spring, after playing a season of six weeks at the Tacon theatre, in Havana. His return to this section of country will be hailed with universal satisfac-

whose efficient services have contributed largely to the

Postseript.

A drizzly rain, which froze as it touched the earth and

made the streets glassy, slippery and dangerous for

pedestrians, did not prevent the largest crowd ever as-sembled within the Mozart Hall from witnessing the sec-

AN ALLEGED ABSCONDING BROKER.

Seventeen Thousand Dollars Draws

baton to the last.

and the occupants of the building have been very reti-cent as to the actual facts of the case. Inasmuch as the bank loses nothing, the only sufferers, if there be any al-all, by the singular conduct of Mr. Carr, will be his late partners. The firm suspended payment yesterday mora-ing, but state that there is no cause for alarm among their c, reditors, and that the necessity competing them to dis-cerviture business for the present will be but temporary. Close of Grau's Season-Immense Strength of the New Company-The Greatest Opec. editors, and that the necessity compelling the convinue business for the present will be but to They further ask the suspension of public opinic haif of Mr. Charles H. Carr, from whom no intended the present be received, it being confidently that he will show satisfactory cause for his schasty departure. ratic Enterprise Ever Attempted in America-The Troupe to Leave in a Few Days for Havana via New York. CINCINIAIT, Jan. 10, 1866.

This evening the great operatic season of Mr. Grau's fine company will finish with the last performance of L'Africaine, at Mozart Hall, in this city. As you are already aware, Gran has introduced his new Italian singors to the communities of the four great Western centres of rednement, wealth, commerce and progress—Chicago, St. Louis, Louisville and Cincinnait. Whatever measure of pecuniary success has been allotted to the manager in known only to himself; but it is amply within the knowledge of the resident public in the principal Western States that, artistically considered, the success of the season just concluding admits of ne comparison with any previous enterprise of the CINCINNATI, Jan. 10, 1866.

SHIPPING NEWS.

ark Fules Bords (Fr), Casper, St Pierre, Mart.-H A Vale

e a son. Bark Union (Br), Gemage, Cienfuegos—J E Ward & Ca. Bark Transit, Keller, Apalachicola—J W Kilwell & Ca. Bark G B Huni, Woodbury, Sarannah—Murray, Parris Rohr Compremise, Lockwood, Mobile—Columbian C Wrecking Co. Schr Jas Logan, Smith, Mobile—Young & Cown. Schr Sunrydie, Greenfield, Mobile—J W Elwell & Co. Schr J E Durfes, Huntley, Mobile—J B Gazer & Co. Schr Ewood Doran, Jarris, Washington—N L McCrees

Co. Steamer Eastern City, Mundy, Philadelphia.

ARRIVED.

Steamship Moravian (Br.), Alten, Liverpool Dee 21, Lendouderry 22d, via Fortland Jan 8, with moise and 232 passengers, to Williams & Guiden, Jan 1, lat 45 29, lon 44 10, saw steamship Java, hence for Liverpool.

Steamship Santiago de Cuba, Smith, Greytown, Jan 1, with passengers, to Central American Transit Co. Has had strong NF winds and fog the andire passage. Jan 8, 40 miles 6 of Hatterse, saw a propeller showing a signal with red ground, white letter Lin the centre, bound 5, having a fore and aft schoolner in tow.

Steamship San Salvader, Atkins, Sevannah, Jan 6, with and aft schooler in low.

Stemship San Salvador, Atkins, Savannah, Jan 6, with Siesenship San Salvador, Identified Atlen.

Ship Orient, Hill. Liverpool, 62 days, with muse and 59 passengers, to Spafford Tileston & Co. Had heavy westerly

Bit and the state of the state

on account of the ice, has been again resumed, and the steamers of the new line between Baltimore, Fortress Mon-

fine company to sing for a season in New York. After affording so much enfoyment to the Western people it is a pity they should betake themselves to Havana, where Grau intends to commence a season on the 25th, without giving the New York public a taste of their quality. The novel enterprise of the Herald in obtaining criticisms of the opera every night by telegraph created no little surprise here. It seemed hard to believe that before the audiences had reached their homes, at the close of each opera, a notice of the evening's performance was actually being received and printed in the Herald office—more than a thousand miles away. Yet such was the fact; and none were more autonished at the feat than the artists

curtain fell upon the final act, and were read at the breakfast tables in the metropolis, in many instances, no doubt,
before the papers of St. Louis, or Chicago, or Cincinnati,
had reached their readers. There is something marrellous in this progressive journalism which European newspaper fogylsm could not grasp, and therefore we were
not surprised to see in the English, French and Italian
journals which fell into our hands in the West, during
the period of Grau's season here, frequent expressions of
astonishment at the energy and enterprise of the New
York Herall. The opers company will leave here tomorrow for New York, and will sail thence for Havana
on the 17th inst., after taking a few days' rest. It is Grau's
present intention to give another season of opera in the

SLOOP MOTTO, Muncey, from New York for Providence with a carry of fron, went ashore near Beaver Tall on Sut day night, lies in a bad position, and has bilged. The atomitting Charlotte & isabella, with lighters, went to her asserted anoe from Newport on Thursday morning.

sembled within the Mozart Hall from witnessing the second representation of L'Africaine. Every seat in the
auditorium was secured before noon to-day, and even
the aisles were furnished with extra chairs. Many
holders of tickets carried on profitable speculation, and a
targe extra amount would have been realized had the
choice of seats been sold at auction.

L'Africaine was an improvement upon the first representation, and, as it is ever with Meyerbeer's compositions, the appreciative portion of the audience became
more sensible to his many endearing beauties.

And here allow me to correct an error in my first
notice, wherein I stated that the company had only two
weeks' rehearsals. I find that two months would be
much pearer the mark. The demand for a repetition of

weeks renearsals. I find that two months would be funch nearer the mark. The demand for a repetition of the work has induced Grau to arrange with Mr. Pike for two more representations at the Opera House on Friday and Saturday, when the orchestra will be increased to sixty instruments, and the accomplished Christine Seavis-tousky and her ballet troupe will appear in the fourth act, parture for Europe—An Actress the Supposed Cause of Departure, &c. The business community of Wall street was some-what excited yesterday afternoon when currency was given to the rumor that one of the prominent brokers on the street had suddenly quitted his family and the firm what excited yesterday afternoon when currency was given to the rumor that one of the prominent brokers on the street had suddenly quitted his family and the firm to which he belonged and sailed for Europe.

WALL STREET RUMORS.

The principal actor in the little drama which was enacted is Mr. Charles H. Carr, of the firm of Charles H. Carr & Co., brokers, doing business at 30 Broad street. It is rumored that Mr. Carr, forgetful of his duties at a husband and a man of honor, had become so fervently enamored of a young lady as to cause him to draw from the bank in which were kept the accounts of the firm an amount set down at seventees thousand dollars, which sum, however, furned only a part of his account. Wholly reliable statements are yet to be forthcoming, and can only emanate from certain parties who thus for have counsidered reticence the better course to adopt. The rumors current on the street state that for a long time past Mr. Carr had entertained a warm regard foreyoung actives of decidedly preponessing appearance, and add that a compact had been sentered in latterness the

OND, Jan 6 a 7-Arr schr Lavinta Jane, Ket ame forenoon.

THE STATEMENTS AT THE OFFICE.

As has been already stated, the mombers of the firm ell. STork: Will of the Wisp (Br), Forer, Hallan Ex.